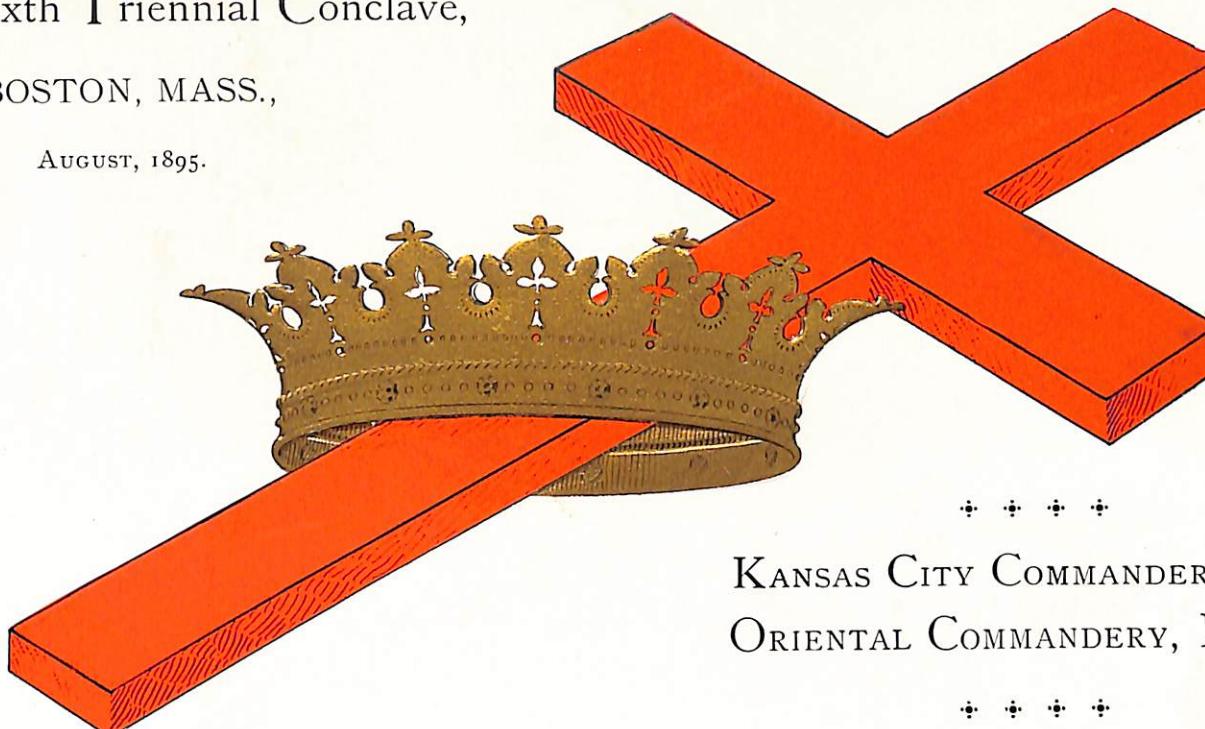


6
PILGRIMAGE
TO
Twenty-Sixth Triennial Conclave,

BOSTON, MASS.,

AUGUST, 1895.



KANSAS CITY COMMANDERY, NO. 10.
ORIENTAL COMMANDERY, NO. 35.

Kansas City Knights Templar at Boston.





Selection of Route.

KANSAS CITY, Mo.,
April 15, 1895.

DEAR FRATERS:

The Triennial Committee, representing Kansas City Commandery, No. 10, and Oriental Commandery, No. 35, having selected the Chicago, Rock Island & Pacific, the Erie Lines, the Delaware & Hudson, and the Fitchburg (Hoosac Tunnel Route) Railways for the pilgrimage to the Twenty-sixth Triennial Conclave of the Grand Encampment of Knights Templars, to convene in Boston, Mass., August 26 to 30, 1895, issue this itinerary for the information of the members of the Commanderies

and those of their friends who contemplate joining in this trip.

It is anticipated and desired that the special car of Palestine Commandery, No. 17, of Independence, will be attached to our train, thus making it a Jackson County as well as a Kansas City train.

Courteously,

W. H. WAKEFIELD, Chairman,

G. W. GRIFFITH,

R. J. GILBERT,

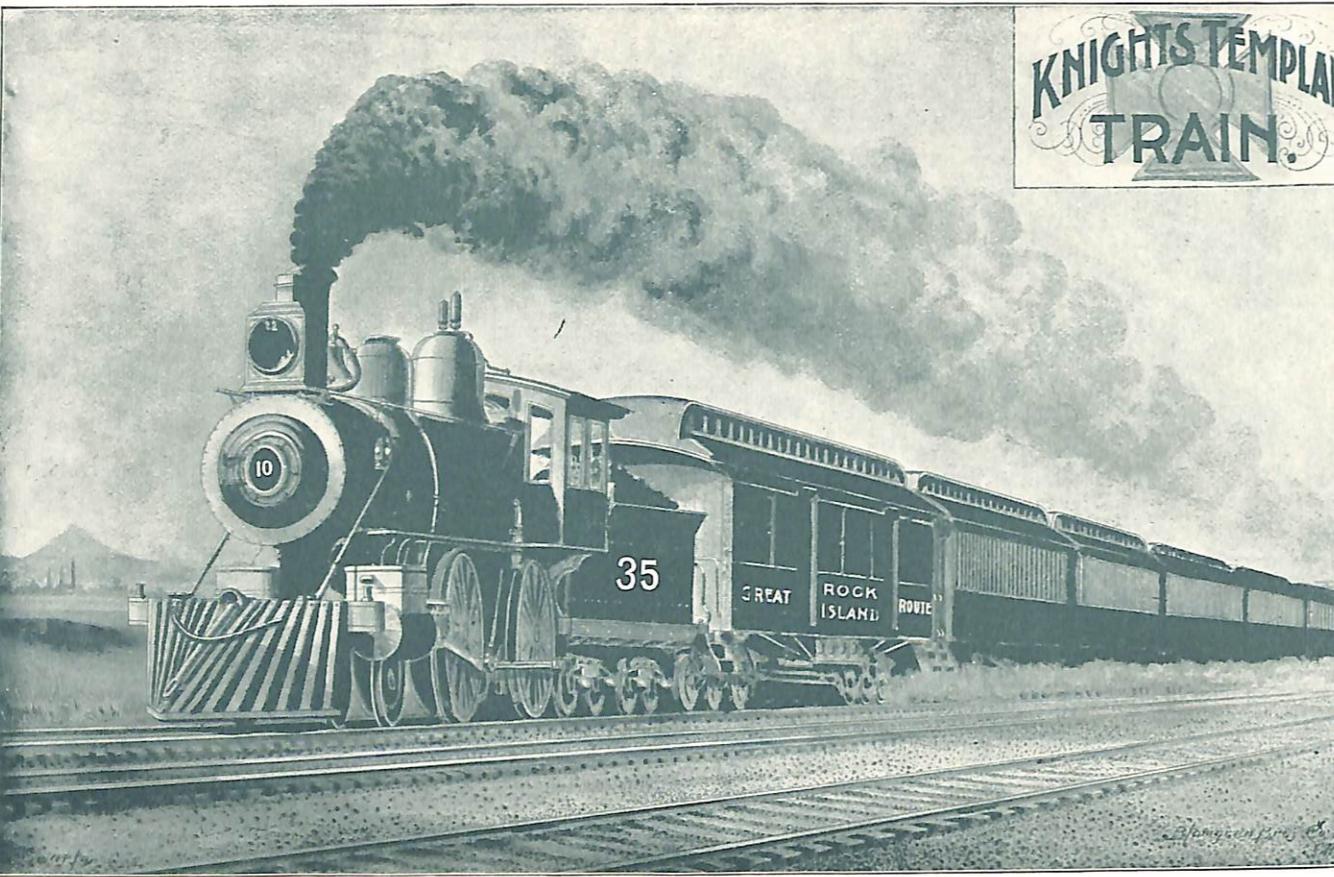
Kansas City Commandery, No. 10.

J. MARTIN JONES,

C. P. BALDWIN,

J. H. FRAME, Secretary,

Oriental Commandery, No. 35.



The Special Train.



OUR train will consist of eight of the finest Pullman Sleeping Cars in the service, and a commodious combination Baggage, Smoking, and Commissary Car—all vestibuled. By contracting early, we have been able to select the best cars, such as the

"Auvergne,"	"Dom Pedro,"
"Galileo,"	"Gracchus,"
"Orrisa,"	"Kobe,"
"Mirabeau," and "Reita."	

The equipment will be first-class in every particular, and we confidently expect to have the finest

train ever taken out of Kansas City. It will be a special and run on special schedule through to Boston.

The Rock Island and Erie Railway companies have manifested much enterprise in placing at our disposal this superb equipment and attractive schedule, and a careful perusal of the following pages will satisfy you that we are assured a most pleasant and interesting trip.

Mr. A. H. Moffet, General Southwestern Passenger Agent of the Rock Island, and Mr. E. G. Davidson, Traveling Passenger Agent of the Erie, will accompany the train through to Boston, for the purpose of personally looking after our comfort and pleasure, and seeing that every promise is fulfilled.

Officers of the Two Commanderies.

KANSAS CITY COMMANDERY, No. 10.

JOHN H. WILES,	Eminent Commander.
O. W. PHILBROOK,	Generalissimo.
GEO. W. GRIFFITH,	Captain General.
FRED. H. BRICE,	Prelate.
W. F. KRULL,	Senior Warden.
R. J. GILBERT,	Junior Warden.
H. C. MORRISON,	Treasurer.
R. E. BAINBRIDGE,	Recorder.
A. A. NICOL,	Standard Bearer.
C. H. WHEDON,	Sword Bearer.
EDGAR WAKEFIELD,	Warder.
E. H. GREGG,	Sentinel.
C. E. MARSH,	Organist.
J. T. DEW,	1st Guard.
J. H. BARR,	2d Guard.
H. B. CARSWELL,	3d Guard.

Trustees.

Em. Sir CHARLES BROOKE.

Em. Sir H. C. MORRISON.

ORIENTAL COMMANDERY, No. 35.

JAMES H. FRAME,	Eminent Commander.
SAMUEL W. MOORE,	Generalissimo.
VAN F. BOOR,	Captain General.
WILLIS H. LEAVITT,	Prelate.
WILLIAM P. MOORES,	Treasurer.
J. E. VINCIL,	Recorder.
ROBERT WEBSTER,	Senior Warden.
ARNOLD SHANKLIN,	Junior Warden.
CHARLES P. BALDWIN,	Standard Bearer.
T. E. GILKESON,	Sword Bearer.
FRANK SIEGEL,	Warder.
ELI H. GREGG,	Sentinel.
ANTON SHIDE,	Organist.
A. CHADWICK,	1st Guard.
W. C. ARNOLD,	2d Guard.
A. D. BURROWS,	3d Guard.
A. W. GRAY,	Drill Master.

Trustees.

J. F. EATON.

W. A. BUNKER. C. P. BALDWIN.



ASYLUM OF THE KANSAS CITY COMMANDERIES.

In selecting the route for this Pilgrimage, your committee worked diligently to secure what was deemed the best for the greatest number, and we believe a

trip has been laid out that will be enjoyable from the moment our conductor cries "all aboard," until we reach the Hub.

The Sir Knights will assemble at the Asylum of Kansas City and Oriental Commanderies, 912 Walnut Street,

Friday, August 23d,

At five o'clock P. M.

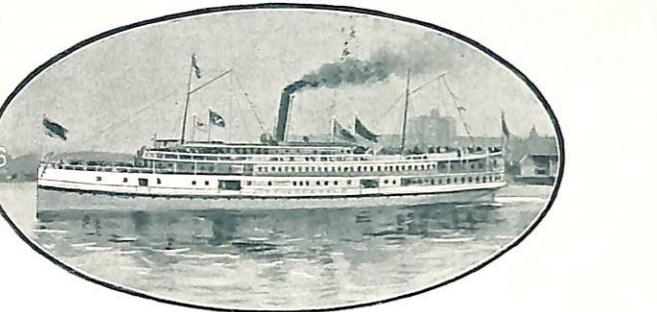
The Pilgrimage.

At 5.45, sharp, the lines will be formed, and we will at once march to the Union Depot, where our train will be in waiting. Baggage left at the Asylum before 5.45 will be transferred to the train by Sir Fulton's Transfer Company. The ladies who are to join us in the Pilgrimage will be at the train to receive the Sir Knights on their arrival.

Assignments of sleeping car berths will be made previous to departure, so that all will be able to at once locate their special quarters for the trip.

At 6.30, to a dot, our train will leave the Union Depot, the run to Chicago being made during the night, and our train will be taken to the Dearborn Station (Erie depot).

Arriving at Chicago at 9.00 Saturday morning, the day will be spent in that city, giving ample time for the transaction of business, visiting, or sightseeing.



"All aboard" will be again called at 6.30 P. M., from the Erie station, corner Polk and Dearborn Streets, when we will set out for an all-night run through Northern Indiana and Ohio, and Northwestern Pennsylvania, reaching the southwestern corner of the great State of New York soon after daylight Sunday morning, and arriving at Lake Chautauqua at 7.30.

Breakfast will be served for the party at the Kent House, one of the finest hotels in this country, and is well illustrated on the succeeding page.

After breakfast, while our cars are being cleaned, aired and iced, all will have an opportunity to enjoy a *two hours' boat ride* on this magnificent sheet of

water, which has been arranged for at the special rate of 25 cents.

Chautauqua Lake is ten miles south of Lake Erie, and 700 feet higher. It is some twenty miles long, narrowed in places to the width of a river, in other places widening to three miles. On the shores of this twenty mile strip are various settlements, which, collectively, afford visitors more varied means of recreation and interest than any other summer resort in the world. More tourists visit Chautauqua every year than any other summer resort in this country. Jamestown is the metropolis of the lake, one of the most flourishing cities of Western New York. The one great attraction of the lake, however, is the Chautauqua Assembly grounds, consisting of 165 acres, beautifully laid out, with well-kept lawns, hotels, cottages, boarding-houses, auditorium, lecture-rooms, etc. A

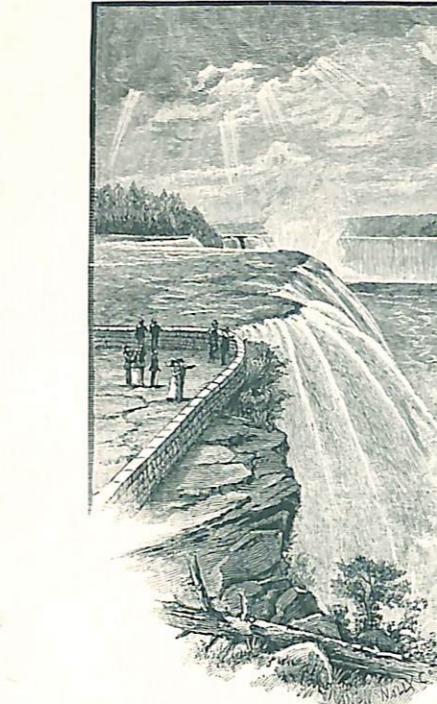
most wonderful reproduction of the Holy Lands and the city of Jerusalem, in miniature, are among the attractions of this place.

At 10.30 A. M., we again board the train, making a delightful three hours' run, through Buffalo, to Niagara Falls, arriving there at 1.30 P. M.

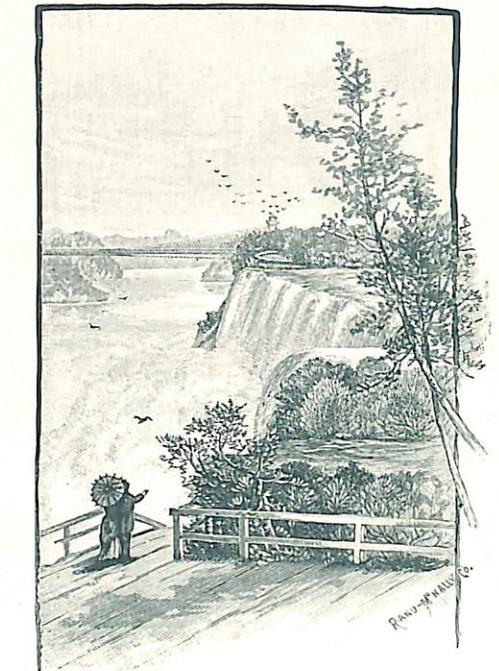
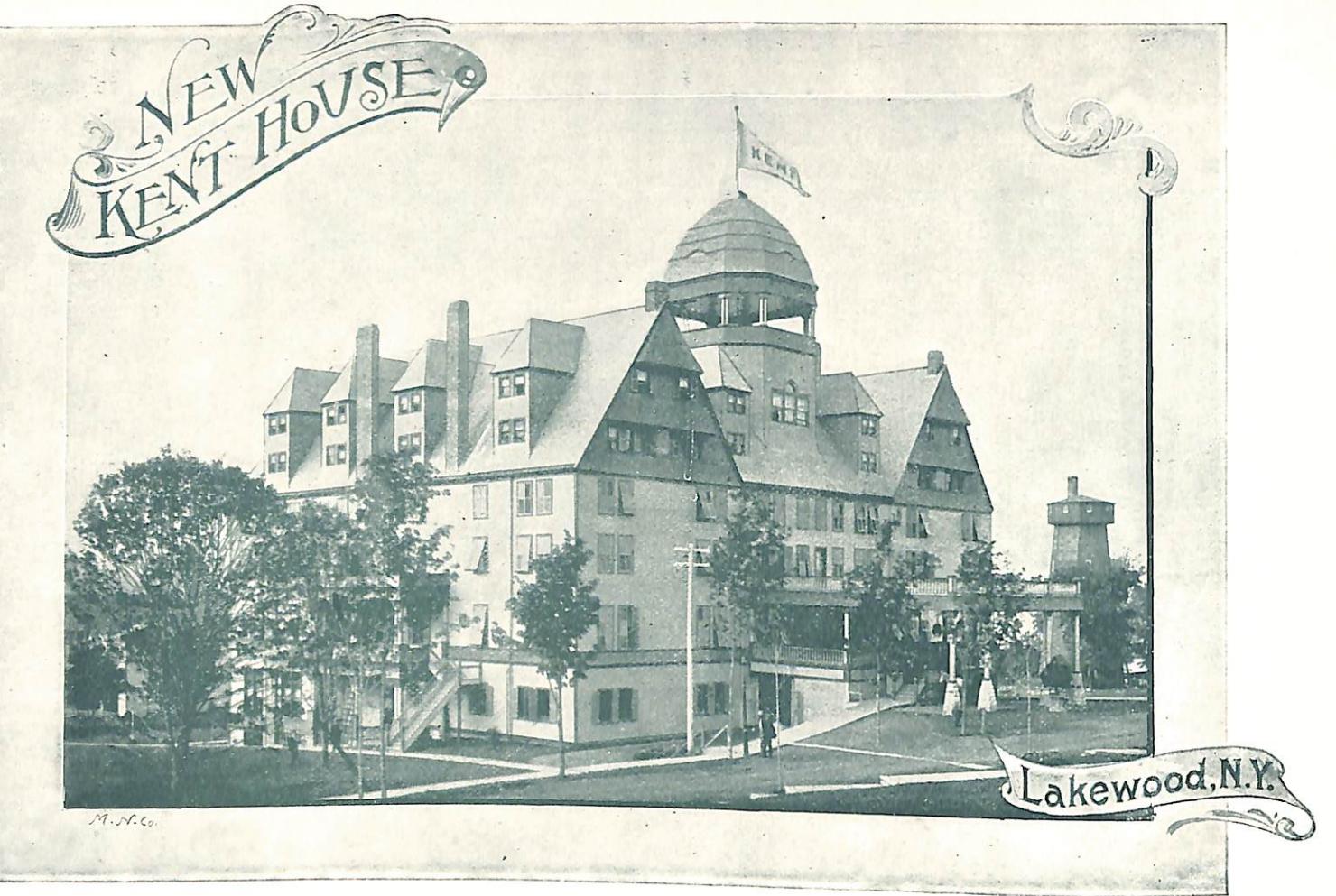
NIAGARA FALLS

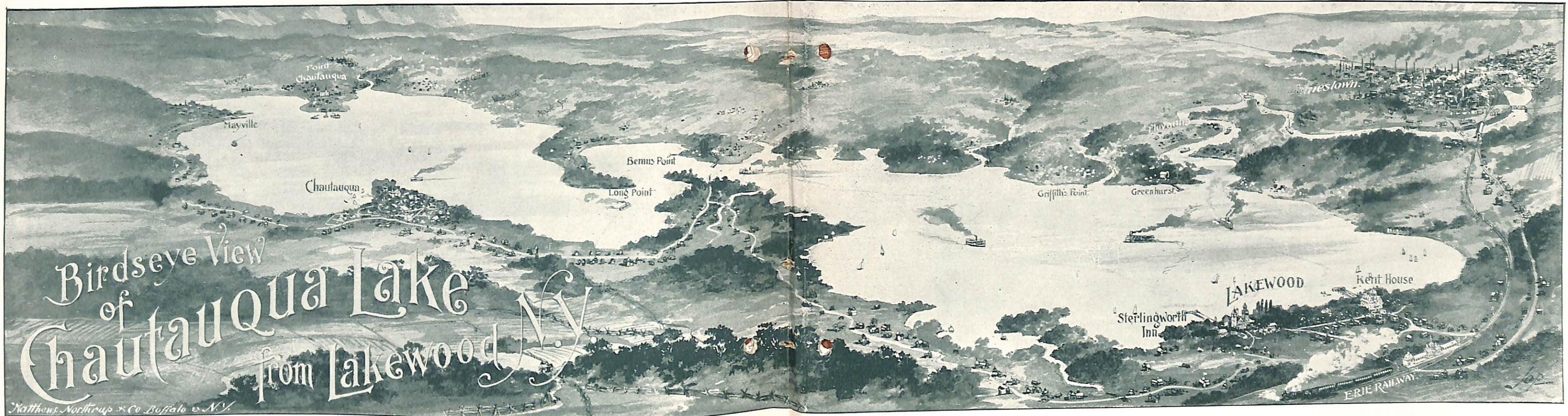
We propose giving five and one-half hours of our valuable time, in order to thoroughly "do" this famous resort, and we will also take dinner and supper here, having special arrangements at the celebrated International Hotel.

There was a time when the visitor at Niagara found himself among a brotherhood, which it would be flattery to call thieves. The two governments, New York and Canada, have joined hands in rescuing this greatest of natural wonders from vandalism.



To-day Niagara Falls belongs to the public, as it should. Seeing the Falls is a comprehensive work which it is the duty of every good American to perform. Points of interest are almost innumerable—The Rapids, Goat Island, Prospect Park, American Falls, Canadian Falls, Whirlpool, Victoria Park, etc., are all free. The *Maid of the Mist*, Inclined Railway, Cave of the Winds, Under the Horse Shoe Falls, require small fees. Carriages may be procured at rate of \$1.50 per hour to accommodate four or more, during which time a very good idea of the Falls and surroundings may be obtained. The fall of the water on the American side is 167 feet; on Canadian side, 148 feet. It is estimated that eighteen million feet of water pass over the Falls per minute, or a total of 562,500 tons,—100,000,000 tons per hour. A visit to the Falls is incomplete without inspection of Niagara in harness, the great tunnel project for utilizing water power of the Falls which is now in practical operation. The power thus secured by electrical energy is transmitted to Buffalo and Tonawanda, and adjacent towns and villages, where it is utilized in all the varied forms of manufacture.



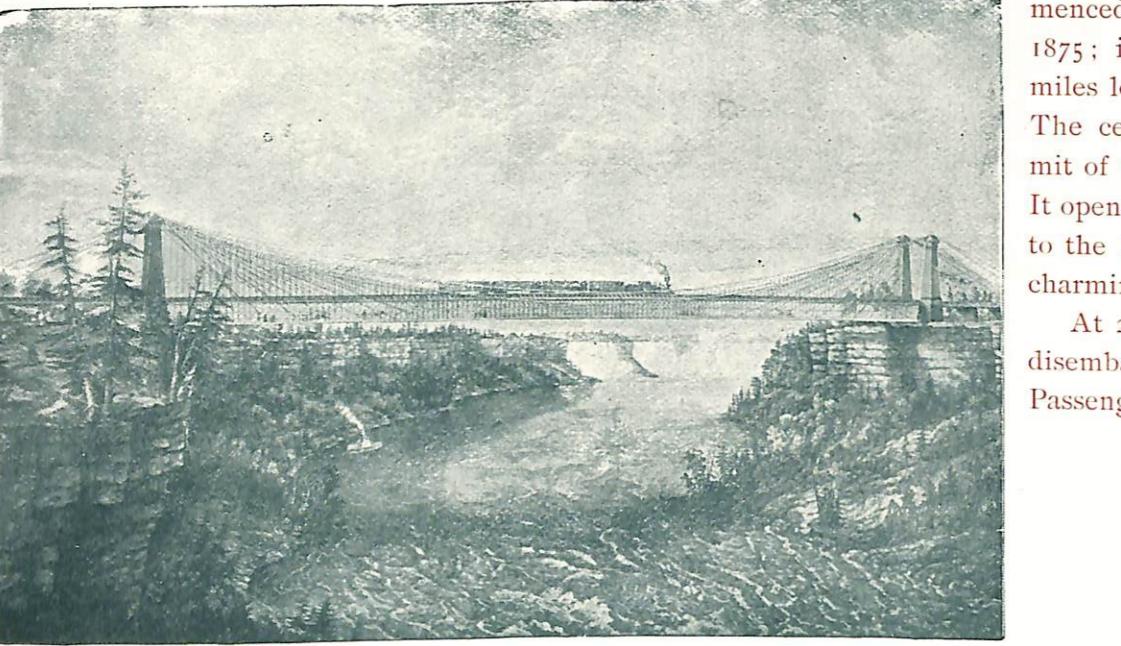


Birdseye View
of
Chautauqua Lake
from Lakewood, N.Y.

Matthews, Northrup & Co. Buffalo, N.Y.

At 7 P. M. we are again ready to board our train, and while enjoying the much-needed, if not well-earned, rest during Sunday night, we traverse a large portion of New York, and arrive at *Saratoga Springs* for breakfast, at 6.30 Monday morning.

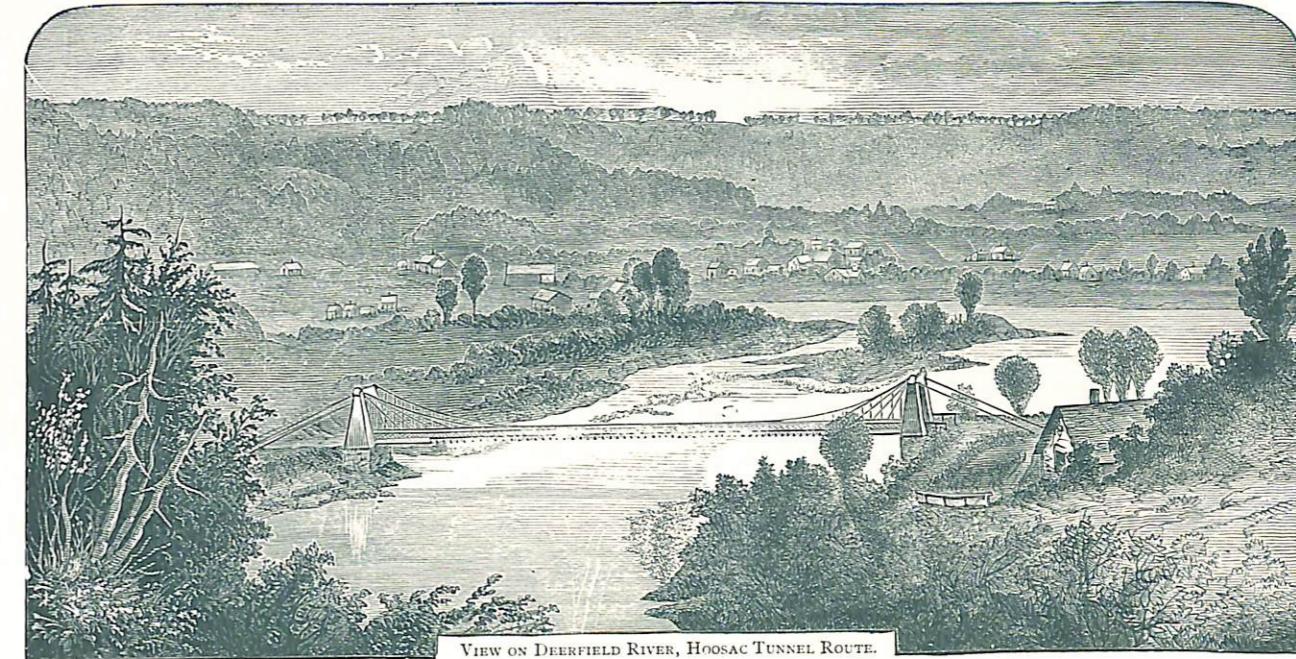
After breakfast, and a hurried view of fashionable



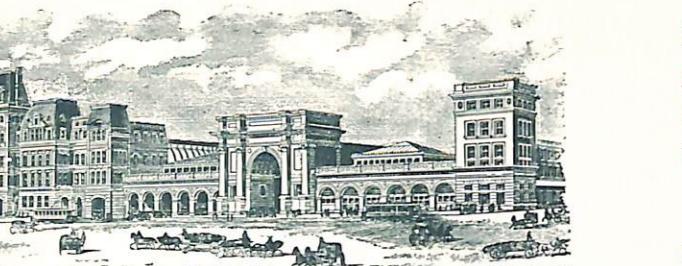
Saratoga, we set out, at 8 o'clock, for a six hours' day-light run to Boston, passing through the great *Hoosac Tunnel*, and having opportunity to view a great portion of the most picturesque part of Massachusetts.

The Hoosac Tunnel was projected in 1825, commenced in 1851, completed in 1875; it is four and three-fourths miles long, and cost \$20,241,842.31. The central air-shaft, to the summit of the mountain, is 1,028 feet. It opens the way from the Hudson to the Hub over one of the most charming routes in America.

At 2 P. M. we arrive in Boston, disembarking at the great Union Passenger Station.



VIEW ON DEERFIELD RIVER, HOOSAC TUNNEL ROUTE.



UNION PASSENGER STATION, BOSTON.

IN BOSTON.

On arrival in Boston, the Sir Knights will form in line, preparatory to escorting the Grand Commandery of Missouri to its headquarters. (It is expected that the Grand Commandery and Commanderies from Missouri will be timed to arrive in Boston together.)

Carriages will be provided to convey the ladies at once to Kansas City headquarters—the Hotel Waters-ton—where they will be soon joined by the Sir Knights.

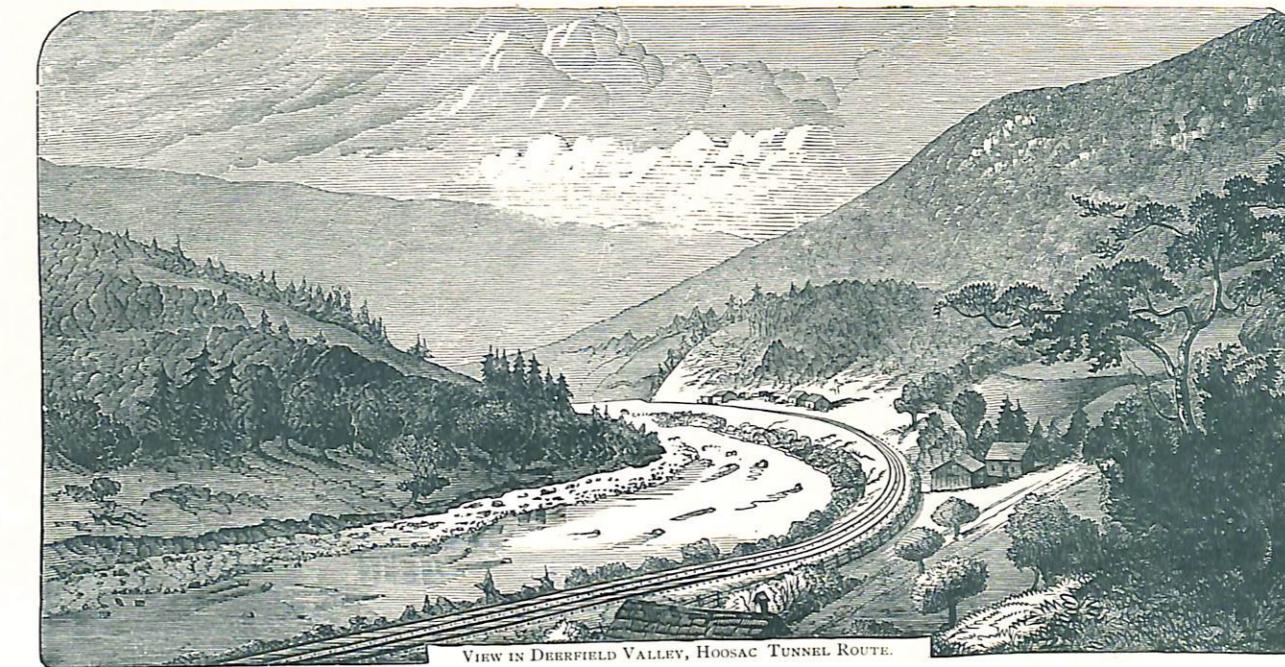
Rooms at the hotel will be assigned previous to arrival in Boston, and there will be no delay in getting settled in our home.

During the remaining portion of Monday there will be no programme, and the time may be utilized in getting a good rest for the Tuesday's parade, or in familiarizing ourselves with the marvelous plan on which this great city was laid out.

Tuesday, the 27th, occurs the grand parade, and the Sir Knights are all expected to be ready, bright and early, to do their part in making a good showing for their respective Commanderies. Sir Knights from other Commanderies who join in this pilgrimage are courteously invited to participate in the parade with one of the Kansas City Commanderies.

On Wednesday, our Commanderies will jointly keep open house, from 1 to 12 P. M., entertaining our guests in a manner we trust will be in keeping with Kansas City's reputation. This will be the only formal reception, though we expect to have a detail of Sir Knights on duty at headquarters, ready to give all who call a hearty Western welcome.

The programme for the week, other than the Wednesday reception, as for our Commanderies, is largely informal.



VIEW IN DEERFIELD VALLEY, HOOSAC TUNNEL ROUTE.

Every arrangement which promises to interest the visitor is being made by the Boston Triennial Committee, such as visits to Bunker Hill; Charleston Navy Yard; the Old South Church, with its museum of relics of old Colonial days; trips to Dorchester; to Cambridge, with its historical and literary memories; down the bay to Nahant; to Nantasket Beach; the Island of Martha's Vineyard and Nantucket; to Cape Cod, and scores of other points within easy reach of Boston, and which will prove interesting to the strangers from the West. Boston is well known to be one of the most interesting cities on the globe, and we have positive knowledge of the liberal and painstaking efforts on the part of the Boston Committee to give their guests one continual round of pleasure at a very small outlay on the part of the visitors.

TO NEW YORK CITY.

On Friday morning, the 30th, we depart from the city of culture and beans, via the Fall River or Norwich Steamer Lines, for New York, on Long Island Sound. These are the finest steamboats in the world,

and this "salt-water" trip in daylight will be one of the greatest features of the entire pilgrimage.

Those who are not ready so soon to leave for New York—desiring to remain longer in New England to visit, or to attend the Imperial Council of the Mystic Shrine, which assembles at Nantasket Beach the following week—may remain at their pleasure; and those who are in too much of a hurry to take the Sound ride by daylight boat, desiring to have more time in New York, may go at night by boat or rail.

On depositing you in the wicked city of New York, the responsibility of your Committee ceases, it being expected that nearly all will have programmes of their own for the return trip, stopping at various points for business and pleasure.

The Erie representative, Mr. Davidson, will be with the party to New York, and will give all information and arrange for reservations of sleepers on the return journey. Mr. Davidson's headquarters will be at the office of Mr. James Buckley, General Eastern Passenger Agent of the Erie Lines, 401 Broadway, New York.

OUR HOTEL QUARTERS.

THE HOTEL WATERSTON, BOSTON.

Quarters have been secured for 150 people at the Hotel Waterston, at the exceedingly low rate of \$3 per day, which includes sleeping quarters and three meals per day.

"The Waterston" is situated at No. 8 Bullfinch Place, in the very heart of the city, within five minutes' walk of almost all opera houses, most of the large hotels, and within ten minutes' ride (or it can be walked in the same time in this city of narrow streets, blind alleys, and marvelous cross-cuts) of the Missouri Grand Commandery Headquarters. It is within three minutes of the State House and Boston Commons, and the Commandery which probably ranks next to the Kansas City Commanderies in Missouri, St. Aldemar, of St. Louis, is quartered within a block

of us. It is in the block adjoining the historical Revere House. The epicure may reach Billy Park's famous hotel for a broiled live lobster in a five minutes' stroll.

Our contract begins Monday morning and closes Friday morning, but we have a provision permitting those who desire to stay longer to remain at the same rate.

From present indications, we anticipate little trouble in filling our contract at the hotel, and it would be well for those contemplating the trip to at once have themselves booked for quarters. We have every reason to believe that the number for which we contracted will be well cared for.

ESTIMATED COST OF TRIP.

Railroad fare to Boston and return, including steamboat ride to New York, about . . .	\$35.00
Sleeping Car to Boston (one berth)	8.00
Boat ride at Lake Chautauqua	25
Hotel at Boston, four days	12.00
Sleeping Car, New York to Kansas City . . .	7.50
	<hr/>
	\$62.75

By two persons occupying one berth in sleeper, each can save \$7.75.

It is well understood that the rates *will not be higher* than quotations given, but our contract gives us the same rate made by any other line. A more complete estimate of cost will be furnished you as soon as definite information is obtained. This also applies to stop-over privileges, limit, and other conditions of tickets. Our arrangements are as liberal and as complete as they could be at this time.

It will be seen that almost the entire distance between Kansas City and Boston will be covered during the three nights, the object being to make the pilgrimage easy and enjoyable, as well as rapid, utilizing all the daylight possible off the cars at interesting points.

This route is through many interesting sections of country—too numerous to detail here—and carries many of our people to or near their old homes in the East.

Special arrangements and special rates have been made for all meals en route.

The General Grand Chapter of the Order of the

GENERAL INFORMATION.

Eastern Star of the United States meets in Triennial Session at Boston, August 27th, the week of our visit to that city. This body corresponds to our Grand Encampment, and is composed of the brightest minds of that beautiful Order.

The Imperial Council of the Order of the Mystic Shrine meets at Nantasket Beach, twenty-five minutes from Boston, the week following the Triennial Conclave.

Write the Secretary of the Committee, J. H. Frame, 711 Wall Street, Kansas City, for any information desired, or to be booked for this pilgrimage.

Roster of Kansas City Commandery.

Andrus, V. R.
Ashley, J. H.
Baer, G. J.
Bainbridge, R. E.
Balcom, C. K.
Barracough, A. W.
Barr, J. H.
Beckley, W. O.
Beers, A.
Benz, Philip.
Best, J. A.
Bigley, M.
Black, C. C.
Bonniwell, F. B.
Botsford, J. S.
Brattin, A. R.
Brice, F. H.
Brooke, Chas., Jr.
Brown, H. E.
Brown, T. H.
Brown, W. H.
Buckner, T. B.
Calcott, F. H.
Campbell, Chas.
Campe, W. E.
Carlat, Oliver.
Carr, W. J.
Carswell, H. B.
Casey, P.
Chace, C. A.
Chafee, E. K.
Champion, C. C.
Chase, C. W.

Chase, J. S.
Churchill, W. H.
Clark, Samuel C.
Clark, T. J.
Clemmons, A. J.
Cordier, A. H.
Cooper, Geo. W.
Craney, J. W.
Cunningham, R. W.
Beers, A.
Daly, G. W.
Davis, W. N.
Dew, J. T.
Dobbling, J. H.
Drake, I. A.
Duncan, J. C.
Duncan, W. G.
Durfield, J. A.
Eades, Rufus M.
Brown, A. F.
Brown, C. S.
Brown, J. V.
Emery, W. E.
Estill, Benj.
Eveland, L. B.
Fedeli, J.
Fenton, E. H.
Ferguson, Sam'l.
Ferguson, W. A.
Field, H. B.
Foley, G. M.
Foster, Sam'l.
Frey, Engelbert.
Fulton, A. L.

Gair, John.
Garvey, Godfrey.
Gilbert, R. J.
Gleason, B. A.
Godfrey, R. M.
Krauthoff, E. A.
Krull, W. F.
Neil, John T.
Nicol, H. L.
Nicol, A. A.
Nishkian, P. F.
Lehman, Fred
Norton, Calvin B.
Lewis, E. R.
Liddy, Daniel
Lippincott, W. V., Jr.
Hacker, Martin.
Hackett, Thos.
Litchfield, H. C.
Hamilton, T. J.
Long, D. S.
Piper, C. J.
Lyman, J. A.
Hart, H. L.
Hargrave, J. C.
Hartman, C. L.
Hickok, Hillard.
Marsh, C. E.
Hisey, J. C.
Hisey, Allen, H.
Hoffman, Geo.
Estill, Benj.
Irwin, J. N.
Irwin, S. D.
Jaccard, E. G. E.
Jackson, I. E.
James, S. C.
Merry, C. L.
Riggs, J. C.
Riley, E. E.
Roberts, Geo. H.
St. Clair, M. W.
Schaefers, Geo.
Milliken, C.
Miller, Geo. C.
Johns, Philip.
Johnson, Frank.
Mitchell, Rev. C. B.
Johnston, R. J.
Moore, Walton N.
Shannon, E. W.
Zane, J. C.

Roster of Oriental Commandery.

Adams, C. W.
Adams, H. A.
Adams, Robert, Jr.
Allen, E. F.
Allen, L. A.
Arnold, W. C.
Shepard, L. F.
Sitlington, W. S.
Sleightholm, Geo.
Smart, J. M.
Smead, F. K.
Smith, Wm. A.
Nicol, H. L.
Nicol, A. A.
Nishkian, P. F.
Lehman, Fred
Norton, Calvin B.
Lane, J. L.
Lee, R. H.
Griffith, Geo. W.
Grundy, John.
Davis, W. N.
Dew, J. T.
Dobbling, J. H.
Drake, I. A.
Duncan, J. C.
Duncan, W. G.
Durfield, J. A.
Hart, H. L.
Hargrave, J. C.
Hartman, C. L.
Hickok, Hillard.
Marsh, C. E.
Hisey, J. C.
Hisey, Allen, H.
Hoffman, Geo.
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Irwin, J. N.
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Miller, Geo. C.
Johns, Philip.
Johnson, Frank.
Mitchell, Rev. C. B.
Johnston, R. J.
Moore, Walton N.
Shannon, E. W.
Zane, J. C.

Coston, P. J.
Cowen, W. W.
Crawford, C. R.
Creighton, D. F.
Crider, Zeb F.
Hamilton, F. B.
Hammond, F. S.
Hansen, H. N.
Hardesty, W. F.
Hardin, B. T.
Harper, E. A.
Harris, Harry.
Harris, Wm.
Hayes, E. W.
Hayes, Guy C.
Heller, H. M.
Hewes, V. H.
Hibbard, C. A.
Meinrath, A.
Holt, Samuel.
Ernst, A. L.
Boor, V. F.
Bostwick, L. M.
Bovard, John H.
Bowman, J. W.
Brady, J. A.
Breunert, Aug.
Brinkman, G. L.
Brockett, C. A.
Brown, J. B.
Brown, T. C.
Brundage, W. H.
Buchanan, L. J.
Buehler, Fred.
Bunker, W. A.
Burgess, B. C.
Burrough, P. E.
Burrows, A. D.
Walmsley, John
Rider, D. W.
Ridge, I. M.
McDonald, I. W.
McPherson, J. J. A.
McCrystle, J. B.
McDonald, I. W.
Ridge, T. S.
McPherson, J. J. A.
Merry, C. L.
Messenger, H. A.
Field, H. B.
Foley, G. M.
Foster, Sam'l.
Frey, Engelbert.
Fulton, A. L.

Griffith, J. D.
Griffith, S. P.
Gurney, D. E.
Leonard, H. O.
Lewis, D. P.
Lightcap, S. B.
Lindsley, H. C.
Lucas, J. H.
Lunt, W. O.
Day, Ben.
Dinioush, J. G.
Barclay, H. W.
Barton, K. L.
Barton, Wm.
Behney, M. B.
Bell, Harmon
Berger, L. A.
Blackmar, C. E.
Bloss, O. P.
Bolen, Geo. W.
Bolen, J. A.
Philbrook, O. W.
Pidgeon, A. J.
Piper, C. J.
Platt, Sam'l T.
Poteet, Geo. A.
Potter, W. H.
Parke, H. F.
Litchfield, H. C.
Hamilton, T. J.
Long, D. S.
Piper, C. J.
Platt, Sam'l T.
Poteet, Geo. A.
Potter, W. H.
Liddy, Daniel
Lippincott, W. V., Jr.
Hacker, Martin.
Hackett, Thos.
Litchfield, H. C.
Hamilton, T. J.
Long, D. S.
Piper, C. J.
Platt, Sam'l T.
Poteet, Geo. A.
Potter, W. H.
Mackey, Sam'l E.
Edwards, A. F.
Edwards, C. S.
Ellard, J. V.
Emery, W. E.
Estill, Benj.
Eveland, L. B.
Irwin, J. N.
Irwin, S. D.
Jaccard, E. G. E.
Jackson, I. E.
James, S. C.
Merry, C. L.
Riggs, J. C.
Riley, E. E.
Roberts, Geo. H.
St. Clair, M. W.
Schaefers, Geo.
Milliken, C.
Miller, Geo. C.
Johns, Philip.
Johnson, Frank.
Mitchell, Rev. C. B.
Johnston, R. J.
Moore, Walton N.
Shannon, E. W.
Zane, J. C.

Coston, P. J.
Cowen, W. W.
Crawford, C. R.
Creighton, D. F.
Crider, Zeb F.
Hamilton, F. B.
Hammond, F. S.
Hansen, H. N.
Hardesty, W. F.
Hardin, B. T.
Harper, E. A.
Harris, Harry.
Harris, Wm.
Hayes, E. W.
Hayes, Guy C.
Heller, H. M.
Hewes, V. H.
Hibbard, C. A.
Meinrath, A.
Holt, Samuel.
Ernst, A. L.
Boor, V. F.
Bostwick, L. M.
Bovard, John H.
Bowman, J. W.
Brady, J. A.
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Lewis, D. P.
Lightcap, S. B.
Lindsley, H. C.
Lucas, J. H.
Lunt, W. O.
Day, Ben.
Dinioush, J. G.
Barclay, H. W.
Barton, K. L.
Barton, Wm.
Behney, M. B.
Bell, Harmon
Berger, L. A.
Blackmar, C. E.
Bloss, O. P.
Bolen, Geo. W.
Bolen, J. A.
Philbrook, O. W.
Pidgeon, A. J.
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Parke, H. F.
Litchfield, H. C.
Hamilton, T. J.
Long, D. S.
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Mackey, Sam'l E.
Edwards, A. F.
Edwards, C. S.
Ellard, J. V.
Emery, W. E.
Estill, Benj.
Eveland, L. B.
Irwin, J. N.
Irwin, S. D.
Jaccard, E. G. E.
Jackson, I. E.
James, S. C.
Merry, C. L.
Riggs, J. C.
Riley, E. E.
Roberts, Geo. H.
St. Clair, M. W.
Schaefers, Geo.
Milliken, C.
Miller, Geo. C.
Johns, Philip.
Johnson, Frank.
Mitchell, Rev. C. B.
Johnston, R. J.
Moore, Walton N.
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SPECIAL TIME SCHEDULE.

ROCK ISLAND ROUTE.

Leave	Kansas City	6.30 p.m.,	Aug. 23.
"	Cameron	8.10 "	"
"	Altamont	8.47 "	"
Arrive	Trenton	9.45 "	"
Leave	Trenton	9.50 "	"
"	Princeton	10.23 "	"
"	Allerton	11.08 "	"
"	Centerville	11.55 p.m.,	"
"	Belknap	12.37 a.m.,	Aug. 24.
Arrive	Eldon	1.00 "	"
Leave	Eldon	1.05 "	"
"	Fairfield	1.31 "	"
"	Washington	2.18 "	"
"	Col. Junction	2.45 "	"
"	Muscatine	3.22 "	"
"	Davenport	4.10 "	"
Arrive	Rock Island	4.23 a.m.,	"

This schedule has been carefully arranged, and every effort will be made to adhere to it "to a dot" throughout, and we are promised to be "always on time."

Leave Rock Island 4.28 a.m., Aug. 24.

"	Geneseo	4.58 "	"
"	Sheffield	5.28 "	"
"	Bureau	5.59 "	"
"	Utica	6.32 "	"
"	Seneca	7.00 "	"
"	Joliet	7.43 "	"
"	Blue Island	8.20 "	"
Arrive	Chicago	9.00 a.m.,	"

ERIE LINES.

Leave Chicago 6.30 p.m., Aug. 24.

Arrive Lake Chautauqua . . . 7.30 a.m., Aug. 25.

Leave Lake Chautauqua . . . 10.30 a.m., "

Arrive Niagara Falls 1.30 p.m., "

ERIE AND DELAWARE & HUDSON.

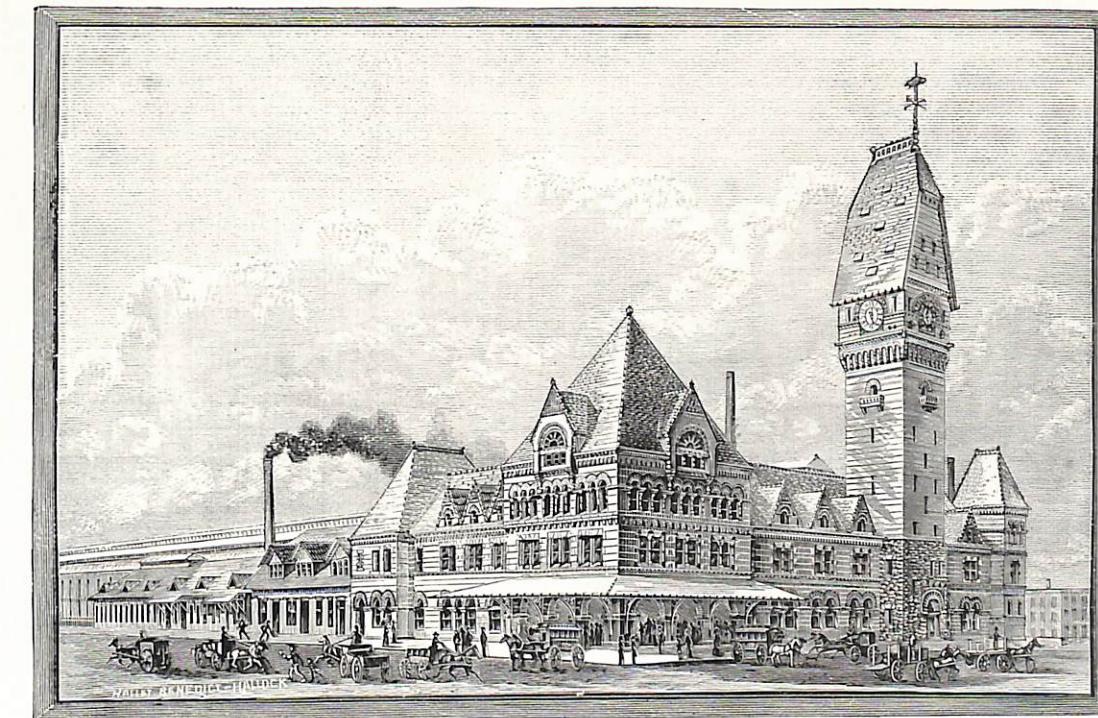
Leave Niagara Falls 7.00 p.m., Aug. 25.

Arrive Saratoga 6.30 a.m., Aug. 26.

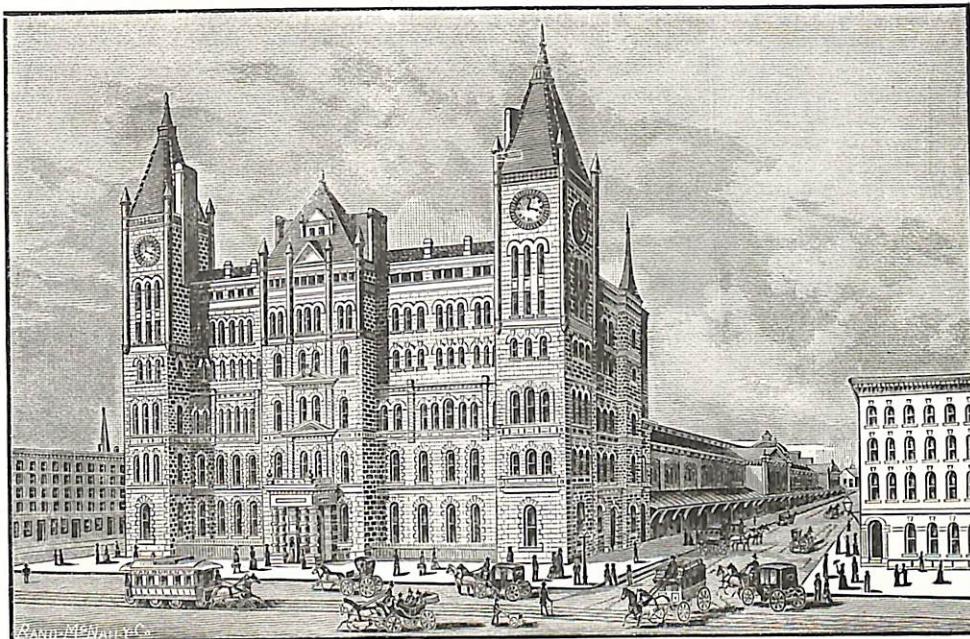
HOOSAC TUNNEL ROUTE.

Leave Saratoga 8.00 a.m., Aug. 26.

Arrive Boston 2.00 p.m., "



ERIE STATION, CHICAGO.



CHICAGO, ROCK ISLAND & PACIFIC PASSENGER DEPOT, CHICAGO.